

DEPARTMENT OF TRANSPORTATION**DIVISION OF ENGINEERING SERVICES**

Office of Structural Materials

Quality Assurance and Source Inspection



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Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 69.15**SOURCE INSPECTION REPORT****Resident Engineer:**Pursell, Gary**Address:** 333 Burma Road**City:** Oakland, CA 94607**Report No:** SIR-002378**Date Inspected:** 12-Nov-2009**Project Name:** SAS Superstructure**OSM Arrival Time:** 700**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**OSM Departure Time:** 1900**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island**Location:** Changxing Dao, Shanghai**Quality Control Contact:** William (Bill) Oak**Quality Control Present:** Yes No**Material transfer:** Yes No N/A**Sampled Items:** Yes No N/A**Stock Transfer:** Yes No N/A**OK to Cut:** Yes No N/A**Rebar Test Witness:** Yes No N/A**Delayed/Cancelled:** Yes No N/A**Other:** Coatings Inspection**Bridge No:** 34-0006**Component:** East Tower Lift #1, OBG 7BE, Office, Sub-A**Bid Item:** 77, 78, 79**Lot No:** B265**Summary of Items Observed:**

On this date Caltrans Office of Structural Materials (OSM) Quality Assurance (QA) NACE III coating inspector, Mr. James Lumley arrived on site at the Zhenhua Port Machinery Company (ZPMC) facility at Changxing Island in Shanghai, China. The purpose of the coating inspections are to monitor the surface preparation and coating applications for the SAS Bay Bridge project. This QA NACE III coating inspector observed the following:

East Tower Lift #1

Internal surfaces of Skins A-E from 0-9M were washed prior to abrasive blasting operations. Chloride values were obtained on previously undercoated surfaces and 60us/cm was observed.

ABF Office

Review and sign project documentation discussed sequence of work for internal repairs of East Tower Lift #1 with ABF QA Manager Don Walton.

OBG 7BE

External base metal surfaces of the Segment support pedestals were abrasive blasted to an SSPC SP-10 condition and Interzinc 22 applied. ZPMC was also in process of applying Interzinc 52 to the interior of the bolt holes.

Sub-Assemblies

Previously abrasive blasted and undercoated Splice Plates were returned from Trial Assembly area for repairs and re-abrasive blasted to Base Metal and an SSPC SP-10 condition and Interzinc 22 re-applied. Splice codes: X38B, X38D, X38H, X38L. Also concurrent with this work Base Metal surfaces of 56, X37L Splice plates were also abrasive blasted and Interzinc applied. A total of 416 pieces were coated.

OBG 6AW

Base Metal surfaces of the Cross Beam Bottom Plate for Cross Beam #5 below the Segment FL-3 Beams was abrasive blasted to an SSPC SP-10 condition and Interzinc 22 applied.

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OBG 6CW

Internal surfaces “assumed” to have been over-coated during non compliant ambient conditions were marked up for removal and replacement of the applied undercoat. ABF and ZPMC personnel marked locations which exhibited “newly” applied undercoat for removal via abrasive blasting. Estimated surface area for removal is approximately 150 Square Meters in the “U” Rib Stiffener areas and along the Floor Beams and Upper Corner Units. The floor areas of the “T” stiffeners of the Side and Bottom Plates will be done at a later time after trial Assembly operations as these areas are susceptible to extensive mechanical damages from trial Assembly operations.

Note: All inspections were performed jointly with ABF & ZPMC QA/QC representatives and Caltrans QA Lumley when achievable. International Protective Coatings technical service representative were available for inspections and consultation.

Summary of Conversations:

Caltrans QA Lumley discussed with ABF Bill Oak repairs which will be required on OBG 6CW internal surfaces. Bill Oak stated ZPMC acknowledged the erroneous work and made amendments to repair except for the Internals surfaces undercoated with Interzinc 22 of the floor area "T" stiffeners as these areas have an extensive potential for damages due from Trial Assembly operations. ZPMC stated the floor areas would be re-abrasive blasted after the Trial Assembly operations.

Comments

This report is for the purpose of determining conformance with the contract documents and is not for the purpose of making repair or fit for purpose recommendations. Should you require recommendations concerning repairs or remedial efforts please contact Eric Tsang (858) 699-9549, who represents the Office of Structural Materials for your project.

Inspected By:	Lumley,James	Quality Assurance Inspector
Reviewed By:	Peterson,Art	QA Reviewer
